



Z-08-11-002

**City of Greensboro Planning Department
Zoning Staff Report and Plan Amendment Evaluation**

Zoning Commission Hearing Date: November 10, 2008

GENERAL INFORMATION

APPLICANT	Frankie T. Jones for David C. Cummings et. al
HEARING TYPE	Zoning Commission
REQUEST	CD-LI (Conditional District-Light Industrial) and RS-12 (Residential- Single Family) to CD-PI (Conditional District-Public and Instructional)
CONDITIONS	<ol style="list-style-type: none">1. Uses limited to colleges and universities2. Applicant shall stripe a westbound left turn lane at the intersection of Stagecoach Trail and Ballinger Road as provided for in the Traffic Impact Analysis
LOCATION	1025 Stage Coach Trail (West of Stage Coach Trail and north of North Chimney Rock Road)
PARCEL ID NUMBER (S)	00-94-7027-0-0962-00-002
PUBLIC NOTIFICATION	The notification area for this public hearing was 600 feet (Chapter 30-9-1.2 of the City Ordinance requires notification of the owner of that parcel of land and the owners of all parcels of land adjoining and contiguous to that parcel of land as shown on the County tax listing). 20 notices were mailed to those property owners in the mailing area.
TRACT SIZE	20.56 acres
TOPOGRAPHY	Undulating
VEGETATION	A few mature trees and thick undergrowth

SITE DATA

Existing Use	Undeveloped	
	Adjacent Zoning	Adjacent Land Uses
N	RS-12 (Residential-Single Family) and CD-HI (Conditional District-Heavy Industrial)	GTCC Aviation Center # 2 and PTI Airport
E	RS-12 (Residential- Single Family)	Undeveloped
W	CD-HI (Conditional District-Heavy Industrial)	Distribution warehouse
S	CD-LI (Conditional District-Light Industrial) and RS-12 (Residential-Single Family)	Harris Teeter Distribution Center

Zoning History

Case #	Date	Request Summary
2434	03/02/1995	The western portion of this property in conjunction with the Harris Teeter warehouse was rezoned from CU-LI to CU-LI This property has been zoned RS-12 and CU-LI since July 1, 1992. Prior to the implementation of the UDO, it was zoned CU- IND L and RA-40 respectively

ZONING DISTRICT STANDARDS**District Summary ***

Zoning District Designation:	Existing (CD-LI)	Existing (RS-12)	Requested (CD-PI)
Max. Density:	N/A	3 dwelling units/acre	N/A
Typical Uses	LI zoning districts are primarily intended to accommodate limited manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities, which in their normal operations have little or no adverse effect upon adjoining properties.	RS-12 zoning districts are primarily intended to accommodate moderate density single-family detached dwellings in developments where public water and sewer service is required. The overall gross density in RS-12 will typically be 3.0 units per acre or less.	PI zoning districts are intended to accommodate mid- and large-sized public, quasi-public and institutional uses which have a substantial land use impact or traffic generation potential. It is not intended for smaller public and institutional uses customarily found within residential areas.

**These regulations may not reflect the actual requirements for all situations; see the City of Greensboro Zoning Code for actual regulations for site requirements for this zoning district.*

SPECIAL INFORMATION**Overlay District Ordinance/Historic Preservation – N/A**

Environmental/Soils

Water Supply Watershed	Yes, site drains to Greensboro Watershed WS-III.
Floodplains	A portion of the site resides within a Special Flood Hazard Area (SFHA) including the regulatory floodway. The floodway is to remain undisturbed unless the requirements of Section 30-7-5.4(A) of the Greensboro Development Ordinance are met. No development activities within the SFHA can take place until a floodplain development permit application is submitted and a floodplain development permit issued for the site. Site development within a SFHA must also meet the requirements of Section 30-7-5 of the Greensboro Development Ordinance (Flood Damage Prevention).
Streams	Yes, two perennial streams present on site. A 100ft stream buffer is required measured from each side of top of bank. No new BUA is allowed within stream buffer.
Other:	Max. Built Upon Area (BUA) is 70% (High Density) or 24% BUA for low density option in Greensboro Watershed. Any new development or redevelopment BUA must meet water quality watershed requirements. If high density development is proposed a State approved structural BMP is required to treat all of the built upon area. Potential exists for wetlands on site. Contact the State Division of Water Quality and USACE for any proposed wetlands disturbance or stream crossing disturbance.

Utilities

Potable Water
Waste Water

Airport Noise Cone

The subject property is partially located within the Airport Noise Cone.

Landscaping Requirements

Location	Required Planting Yard Type and Rate
North	Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100'
South	Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100'
East	Street Yard - minimum width 8'; 2 canopy tree per 100', 17 shrubs per 100'
West	Type D Yard – minimum width 5'; 2 understory trees per 100'; 18 shrubs per 100'

Tree Preservation Requirements

Acreage	Requirements
20.56 Ac.	All trees 4" or greater DBH which are located within the required planting yards or within 25' of the side and rear property line, whichever is greater

Transportation

Street Classification	Chimney Rock Road - Collector Street, Radar Road – Collector Street, Stage Coach Trail – Collector Street.
Site Access	All access shall be designed and constructed to the City of Greensboro Standards.
Traffic Counts:	Chimney Rock Road ADT = 7,369.
Trip Generation:	24 Hour = 600, AM Peak Hour = 60, PM Peak Hour = 60.
Sidewalks	Sidewalks are a requirement of the Development Ordinance. 5' sidewalk with a 5' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side (at a minimum, collectors may require sidewalk on both sides) of all other street types. There is no existing sidewalk along the frontage of this development.
Transit in Vicinity	There is no transit route in the vicinity.
Traffic Impact Study (TIS)	Yes, required per TIS Ordinance. Please see the end of this staff report for the Executive Summary of the TIS.
Street Connectivity	N/A.
Other	N/A.

IMPACT ANALYSIS**Land Use Compatibility**

The proposed **CD-PI** (Conditional District-Public and Institutional) zoning would allow land uses that are compatible with the general character of the area.

Connections 2025 Comprehensive Plan Policies

The Generalized Future Land Use Map designates this location as **Industrial/Corporate Park**. The requested **CD-PI** zoning district is consistent with this GFLUM designation based on this being a use directly supporting surrounding industrial properties and the airport.

Connections 2025 Written Policies

Growth at the Fringe Goal: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

POLICY 4G.1: Promote compact development.

Economic Development Goal: Promote a healthy, diversified economy with a strong tax base and opportunities for employment, entrepreneurship and for-profit and non-profit economic development for all segments of the community, including under-served areas such as East Greensboro.

Community Facilities Goal: Provide community facilities, services, and infrastructure in a cost-effective manner to meet citizens' needs, contribute to quality of life, and support desired land use patterns.

Connections 2025 Map Policies

Industrial/Corporate Park: This designation applies to areas where present or anticipated uses include both light and heavy industrial uses, such as manufacturing, assembly, and fabrication; wholesaling and distribution; and corporate office and technology parks, which may be introduced to replace older heavy industrial uses. Although new residential development is discouraged in areas designated for this land use category, pre-existing residential uses may be present in or adjacent to these areas. As established industrial areas redevelop, such residential, institutional, or similar uses should be protected from adverse impacts (heavy truck traffic, significant outside storage, factors such as noise, dust, and glare, etc.) through performance-based standards, buffers, and proper separation from noxious uses.

There is a designated drainageway running along the southeastern portion of this site that is depicted on the City's "Drainageway and Open Space" map. When this site is subdivided, the Subdivision Ordinance will require the dedication of those areas to the City of Greensboro as drainageway and open space. The width of the dedication along that drainageway will depend on the size of the pipe it would take to cross said drainageway. If a crossing would require a 66-inch or greater pipe, the required dedication would include the land between the natural one-hundred-year flood contour lines as determined by the City. That area may be reduced in width by filling provided that a minimum average width of two hundred feet is maintained, a minimum width of one hundred feet is maintained at the narrowest point, no fill is placed within a designated floodway, and no slope greater than three to one is created. Article VII, Section 27-22 Stormwater management control requirements, and federal wetlands regulations will prohibit or restrict fill placement in certain locations. If the crossing would require a pipe smaller than 66-inches the minimum average width would be sixty feet.

CONFORMITY WITH OTHER PLANS

City Plans – N/A

Other Plans - N/A

This property falls within the County's adopted Airport Area Plan, endorsed by City Council in 2002. This property is designated as within Greensboro's jurisdiction, which designates the site as Industrial/Corporate Park.

Staff/Agency Comments

Planning

The 20.56 acre property is located south of the PTI Airport, at the corner of Stage Coach Trail and N. Chimney Rock Road. The end product of this rezoning will be a teaching and learning facility for aircraft repairs and maintenance for GTCC. The immediate neighborhood is characterized with varying densities and intensities of airport related operations and distribution warehouses. Since the PI zoning district is primarily intended to accommodate mid and large-sized public, quasi-public and institutional uses, putting such uses in the right zoning district is consistent with the intent and purpose of the zoning code.

This rezoning request, if approved, will help provide a development framework for the fringe that will guide sound, sustainable patterns of land use, limit sprawl and provide for efficient provision of public services and facilities as the PTI airport expands. It will also ensure that adequate land is zoned and has infrastructure available for the various stages of business development.

Staff believes that this request is consistent with the Generalized Future Land Use Map (GFLUM). Staff is also of the opinion that the request is compatible with the existing development in the surrounding neighborhood especially with PTI Airport and other airport related operations in close proximity.

Water Resources - No additional comments.

Housing and Community Development

No additional comments.

STAFF RECOMMENDATION

PLANNING

Staff recommends **approval** of the requested **CD-PI** (Conditional District-Public and Instructional)

GTCC Aviation Classroom - Traffic Impact Analysis
Prepared for Guilford Technical Community College
September 4, 2008

Executive Summary

Guilford Technical Community College desires to expand the aviation campus located in northwest Guilford County near Piedmont Triad International Airport. This campus is bordered by Ballinger Road, Radar Road, North Chimney Rock Road, and Stagecoach Trail. At the request of the college and the Greensboro Department of Transportation, our firm *John Davenport Engineering, Inc.* has performed a traffic impact analysis for the proposed expansion. The college proposes two full access points, one on Radar Road and another on Stagecoach Trail (See site plan Figure 1). This assessment summarizes the traffic impact analysis of the existing traffic conditions, as well as the projected traffic impact associated with the development. The scope of the study was determined to be the following:

- W. Friendly Avenue @ N. Chimney Rock Road
- Radar Road @ N. Chimney Rock Road
- Ballinger Road @ Radar Road
- Site Access A @ Radar Road
- Ballinger Road @ Stagecoach Trail
- Site Access B @ Stagecoach Trail

These intersections were analyzed for the following scenarios:

- 2008 Existing Conditions
- Future No-Build Conditions
- Future Build-Out Conditions

The build out date for this project is estimated to be 2010. Traffic conditions were analyzed for both the AM and PM peaks. The City of Greensboro was contacted to obtain background information and to ascertain the elements to be covered in this Traffic Impact Analysis (TIA). Information regarding the property was provided by the college.

Table 5.2 represents the summary of the level of service analysis for existing, future no build conditions, and future build conditions.

Table 5.2 - LOS Table						
	AM Peak			PM Peak		
Intersection	2008 Existing	2010 Future no-build	2010 Future Build	2008 Existing	2010 Future no-build	2010 Future Build
W. Friendly Ave @ N. Chimney Rock Rd	B (11.1)	B (11.4)	A (8.1)	B (13.8)	B (14.2)	B (14.4)
N. Chimney Rock Road @ Radar Road	B (13.6) SBL	B (12.0) SB Approach	B (12.6) SB Approach	B (11.5) SB Approach	B (12.0) SB Approach	B (13.1) SB Approach
Radar Road @ Ballinger Road	A (9.2) NBL	A (9.2) NBL	B (10.0) NBL	A (9.3) NBL	A (9.4) NBL	A (9.5) NBL
Site Access A @ Radar Road			B (10.8) SBL			B (10.2) SBL
Site Access B @ Stagecoach Trail	Not analyzed because no traffic volumes were available due to construction.					
Ballinger Road @ Stagecoach Trail	Not analyzed because no traffic volumes were available due to construction.					
LOS (delay in seconds)						
Note that (***) indicates delay exceeds modeling capacity of the software						
Note for unsignalized conditions, LOS & delay indicates only minor street approach with longest delay						

Currently, Ballinger Road is closed northeast of Stagecoach Trail due to commercial construction. For the purpose of this study, it was assumed that 5% of site traffic will use Ballinger Road when it re-opens.

This analysis was conducted according to City of Greensboro DOT guidelines. The proposed development is projected to generate approximately **600 trips** per weekday.

Our analysis indicates no capacity deficiencies or sight distance problems at any of the intersections within the study area. The only improvement recommended is to stripe a westbound left turn lane at the intersection of Stagecoach Trail and Ballinger Road to facilitate access to the GTCC facility.

In conclusion, there is adequate roadway capacity within the study area to support the proposed Aviation Classroom Building Expansion.